

President's Report

January 2008



Chicago Transit Authority

This Report

- H.B. 656
- 2007 Ridership
- Slow Zones
- New Trains

CTA Funding Under HB 656



'08 Funding Under HB 656: Revenue



**Regional
Revenue**

Sales Tax Increase = \$210 Mil.

1/4% Chicago

\$43.9 M.

1/4% Sub. Cook

\$75.1 M.

1/4% Collar Cos.

\$91.0 M.

+

**State
Revenue**

**25% State
Match**

\$0^A

+

**Addl. 5% State
Match for
Paratransit**

\$41.2 M.

**Total
Revenue**

= \$251.2 M.

**A. No state match in '08
12.5% state match in '09
25% state match in '10**

*** Pro-rated at 75% for 2008**

'08 Distribution of \$251.2 Million



78% of trips
serve Chgo.
residents

\$251.2 M.
– **97.5 M.**

Off the Top

Suburban
Mobility
Fund
\$15.0 M.

RTA
Innovation
\$7.5 M.

Para-
Transit
\$75.0 M.

\$153.7 M.

\$153.7 M. Formula Distribution

CTA
(48%)
\$73.7 M.

Metra
(39%)
\$59.9 M.

Pace
(13%)
\$20.0 M.

\$79.9 M.

\$73.8 M.
+ **63.0 M.**

\$136.8 M.
CTA Share

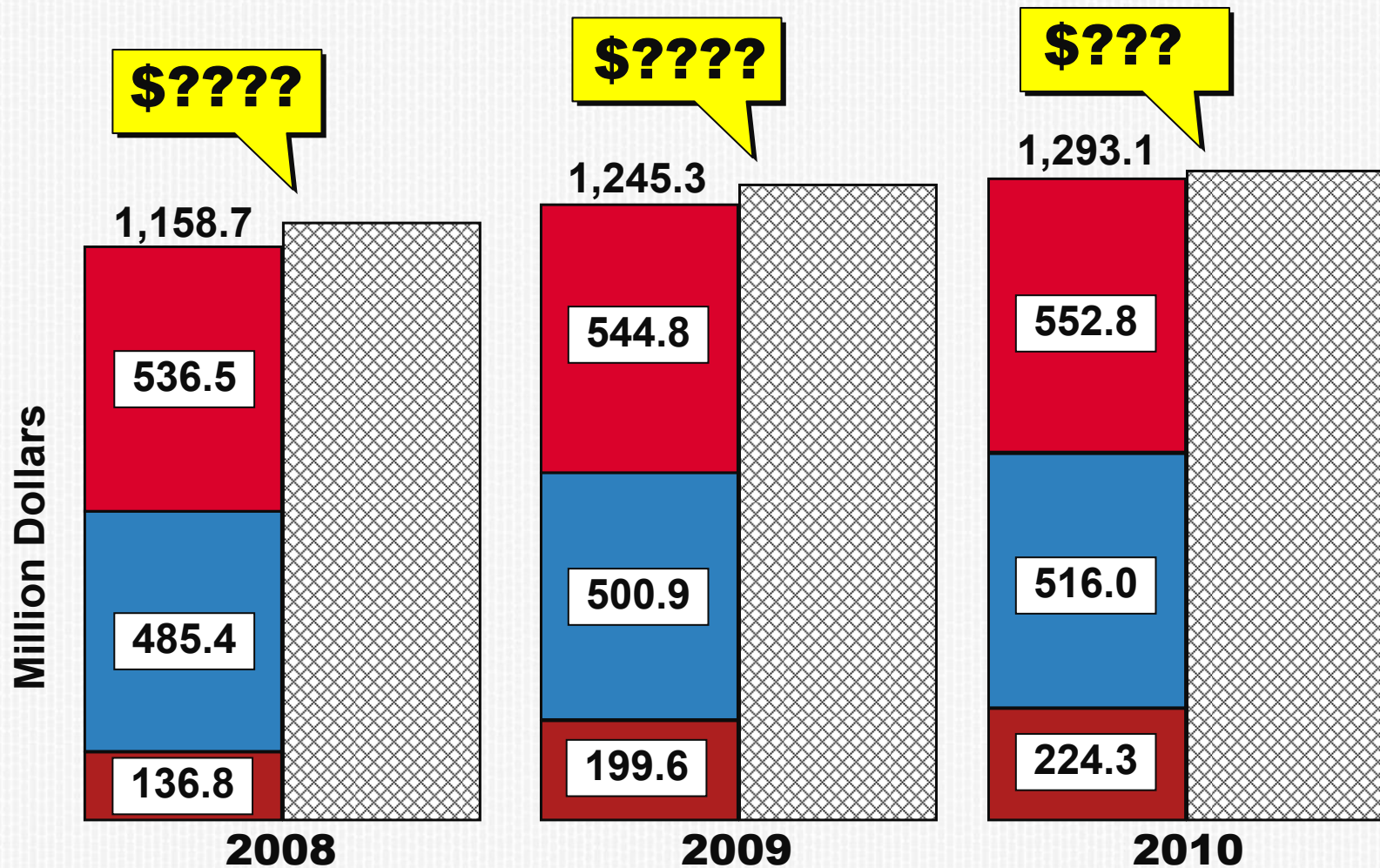
.3% Chgo.
RETT
\$63.0 M.

+

25% State
Match
\$0

* Pro-rated at 75% for 2008

Est. Funding/Revenues 2008 - 2010



HB 656
Funding

Existing Public
Funding

System Generated
Revenues

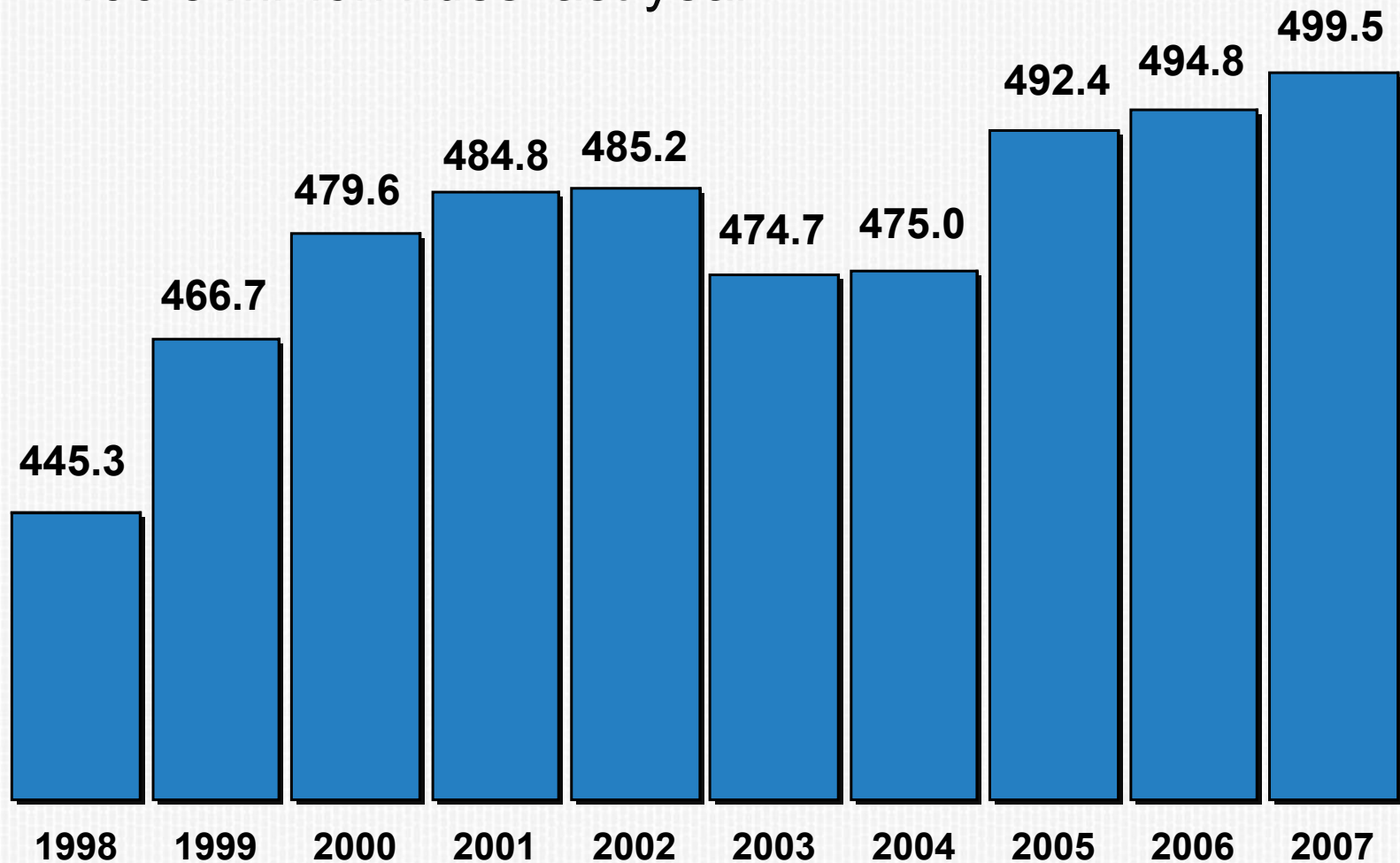
Operating
Expenses



2007 Ridership

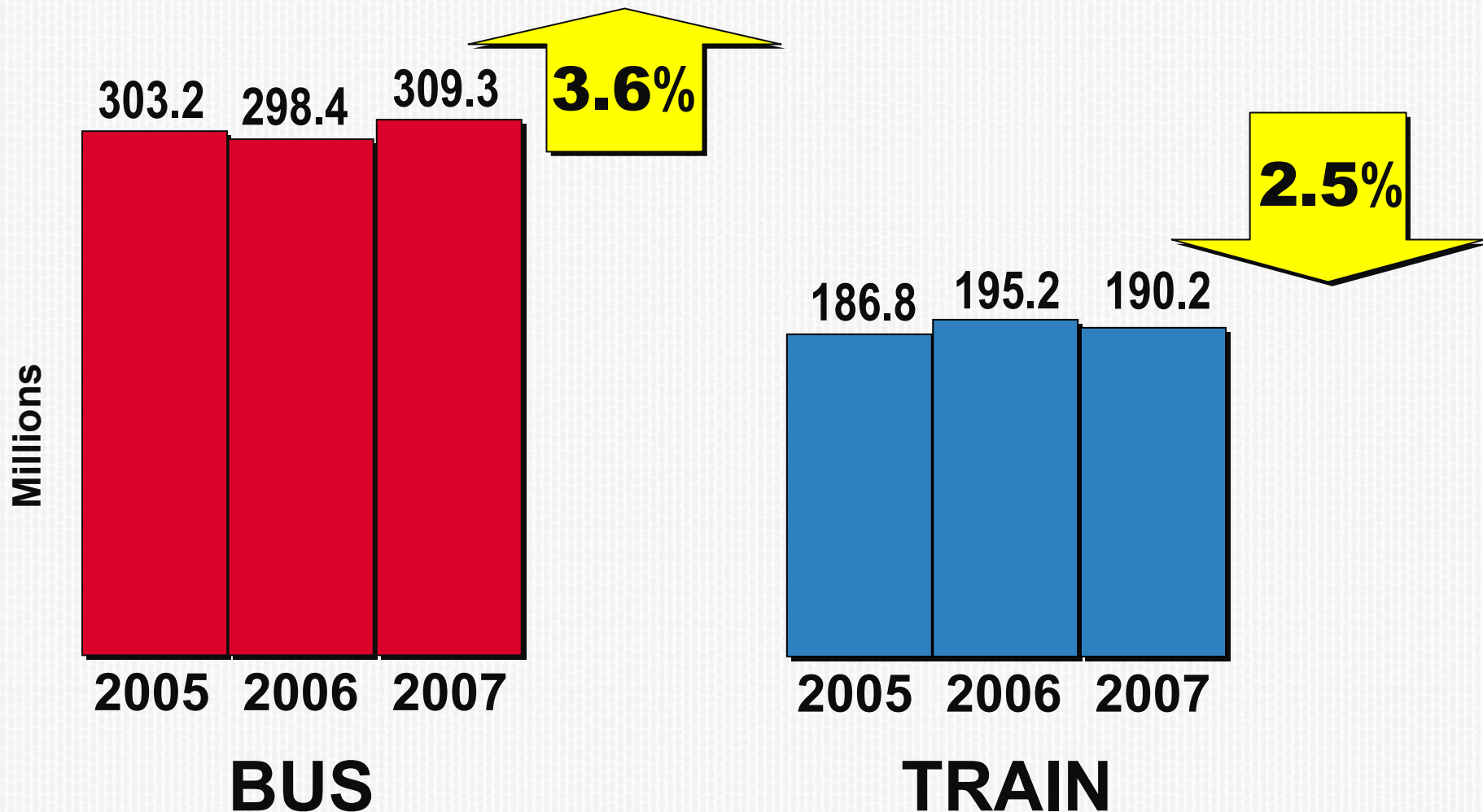
2007 Ridership up 1.2% (4.7 Million Rides)

- Highest since 1992 and 4th year increase in a row
 - 499.5 million rides last year



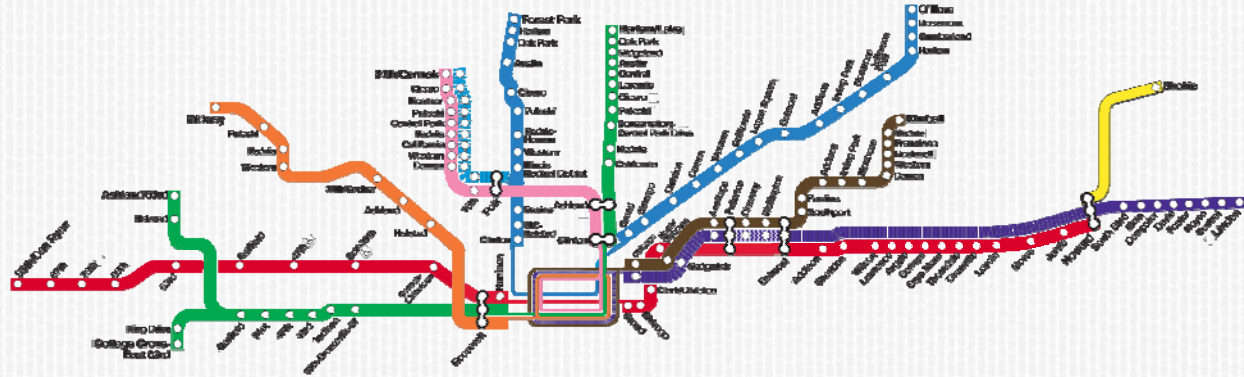
Bus Rides Up/Train Rides Down Last Year

- 309.3 million bus rides
- 190.2 million train rides



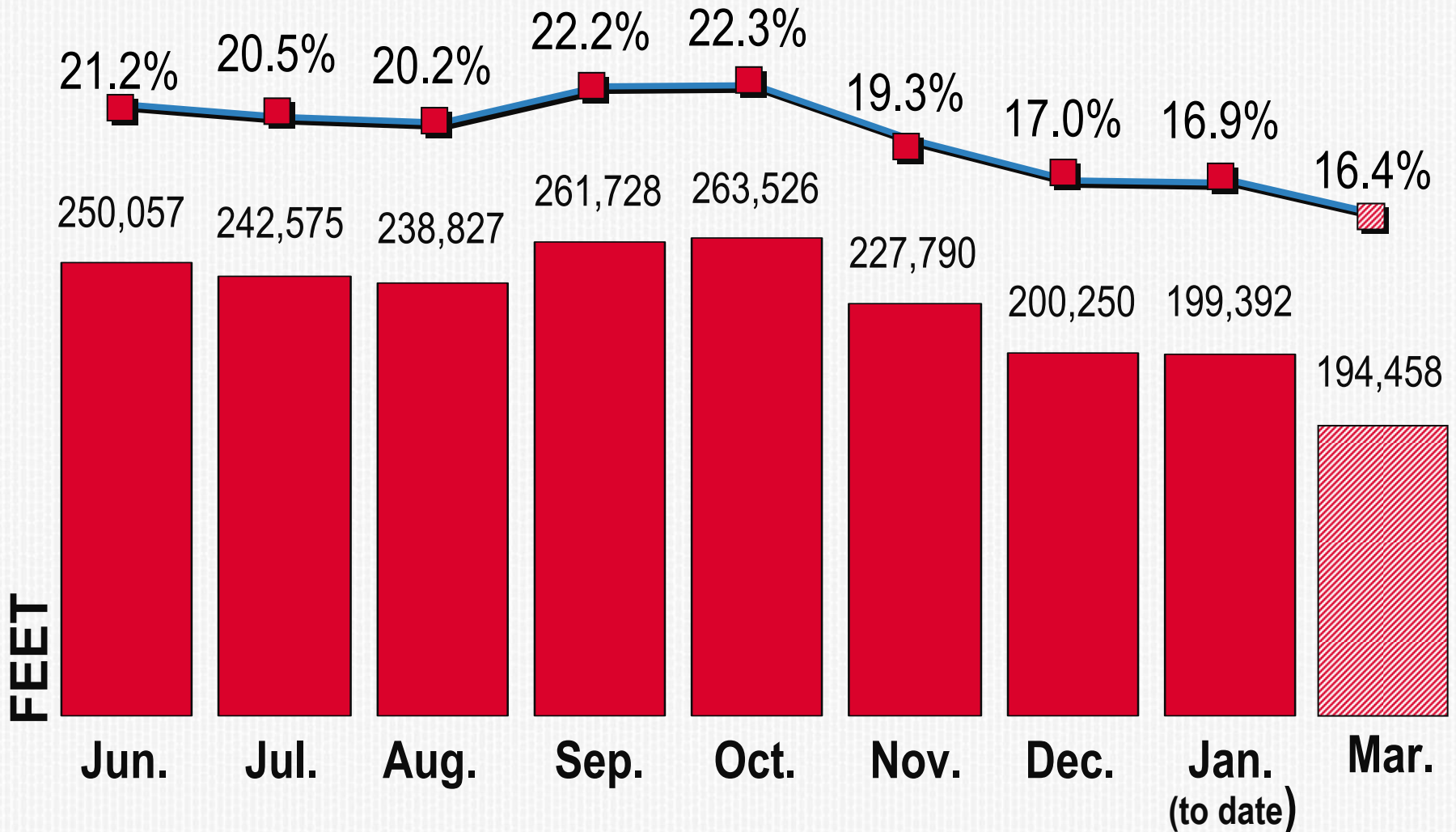


Slow Zones



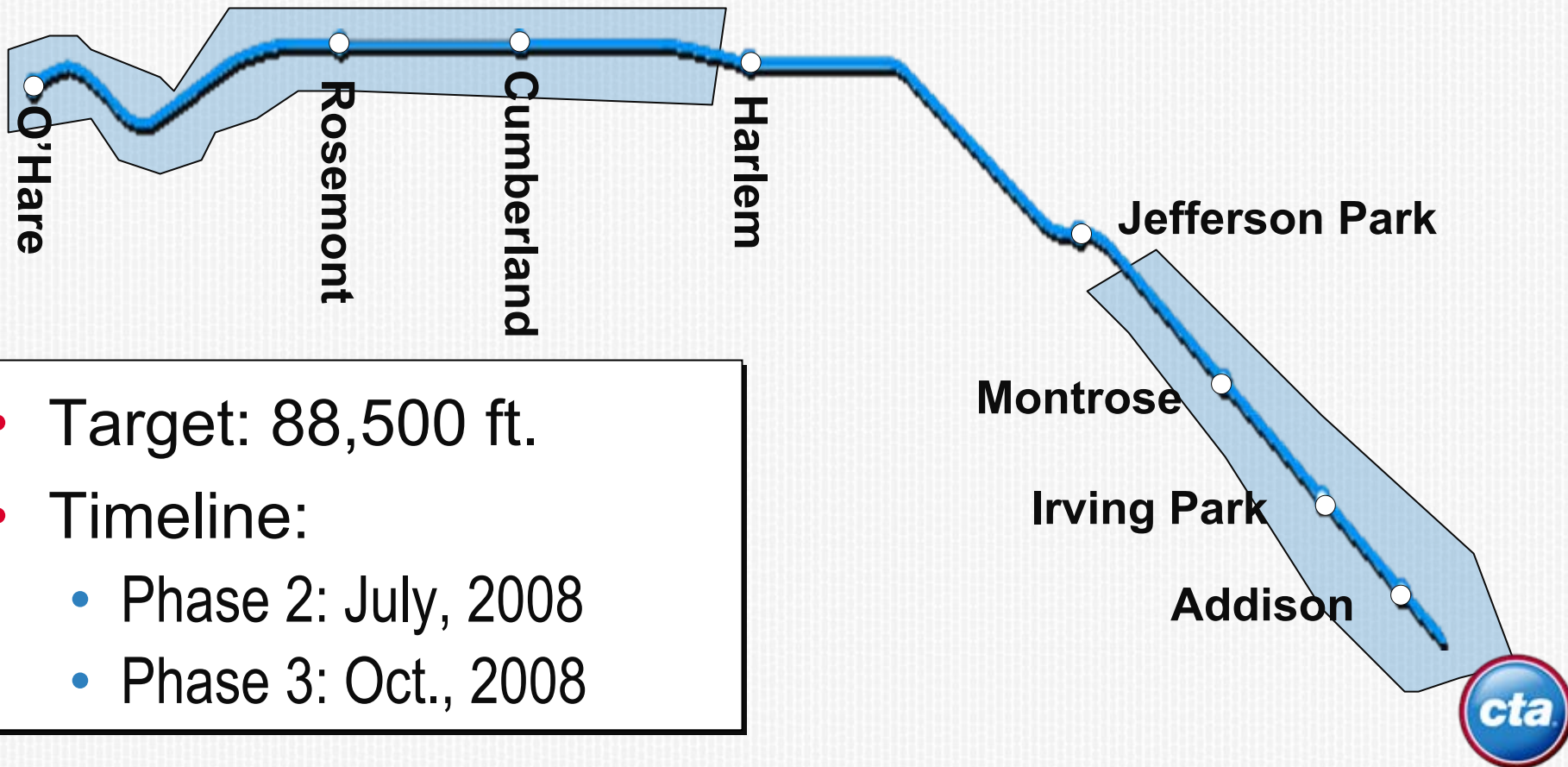
Slow Zone Removal

- System slow zone feet eliminated



Blue Line – O'Hare Tie Replacement

- Phase 2 & 3: Remaining areas



Red Line - State Street Subway

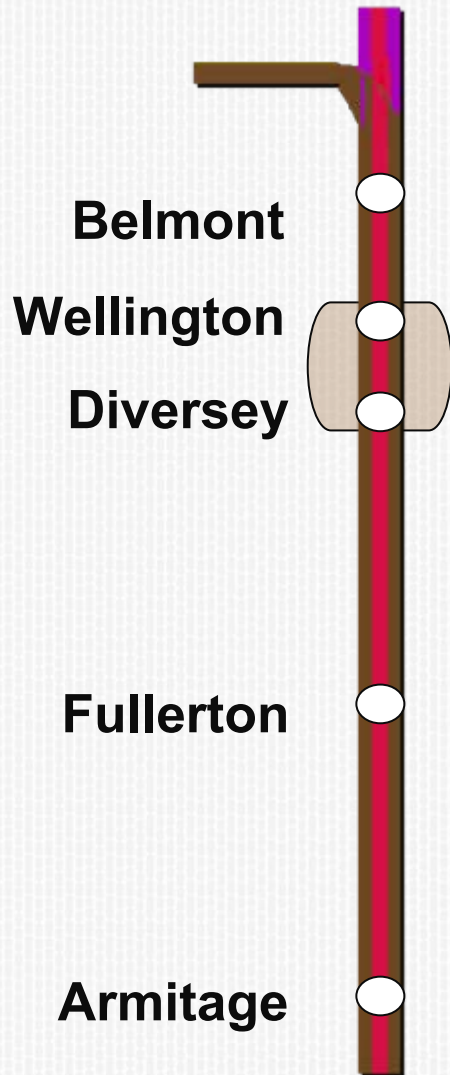
- Harrison to North/Clybourn



- Targeted: 43,000 ft.
- Contract awarded: Nov. '07
- Timeline: Jan. – Dec. '08

Red, Purple and Brown Lines

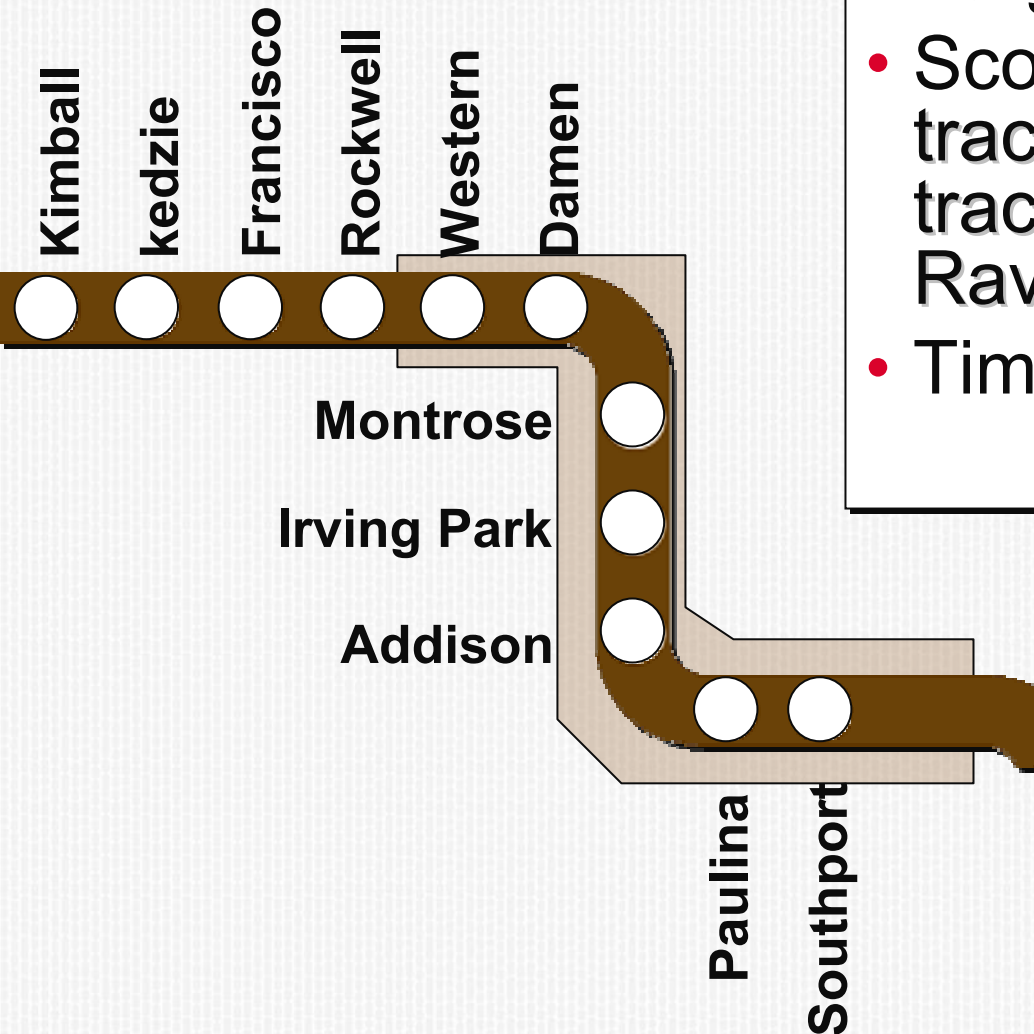
- Diversey to Wellington, Tracks 1 - 4



- Target: 8,700 ft.
- Scope: Selected Tie Replacement
- Timeline: Mar. – Dec. '08

Brown Line - Ravenswood

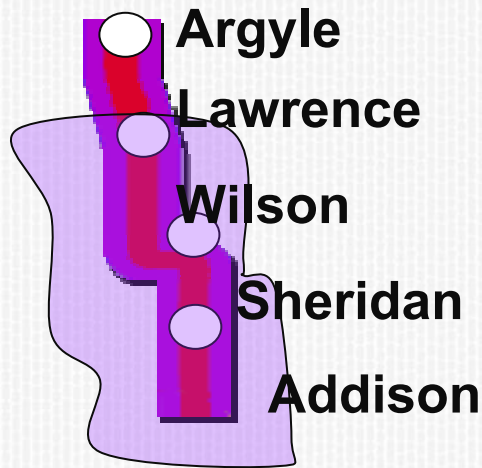
- Western to Southport



- Target: 19,000 ft.
- Scope: Tie/rail replacement, track upgrade, abandoned track removal on Ravenswood Loop
- Timeline: Mar. – Dec. '08

Red Line

- Phase 1: Addison to Lawrence, Tracks 2 & 3



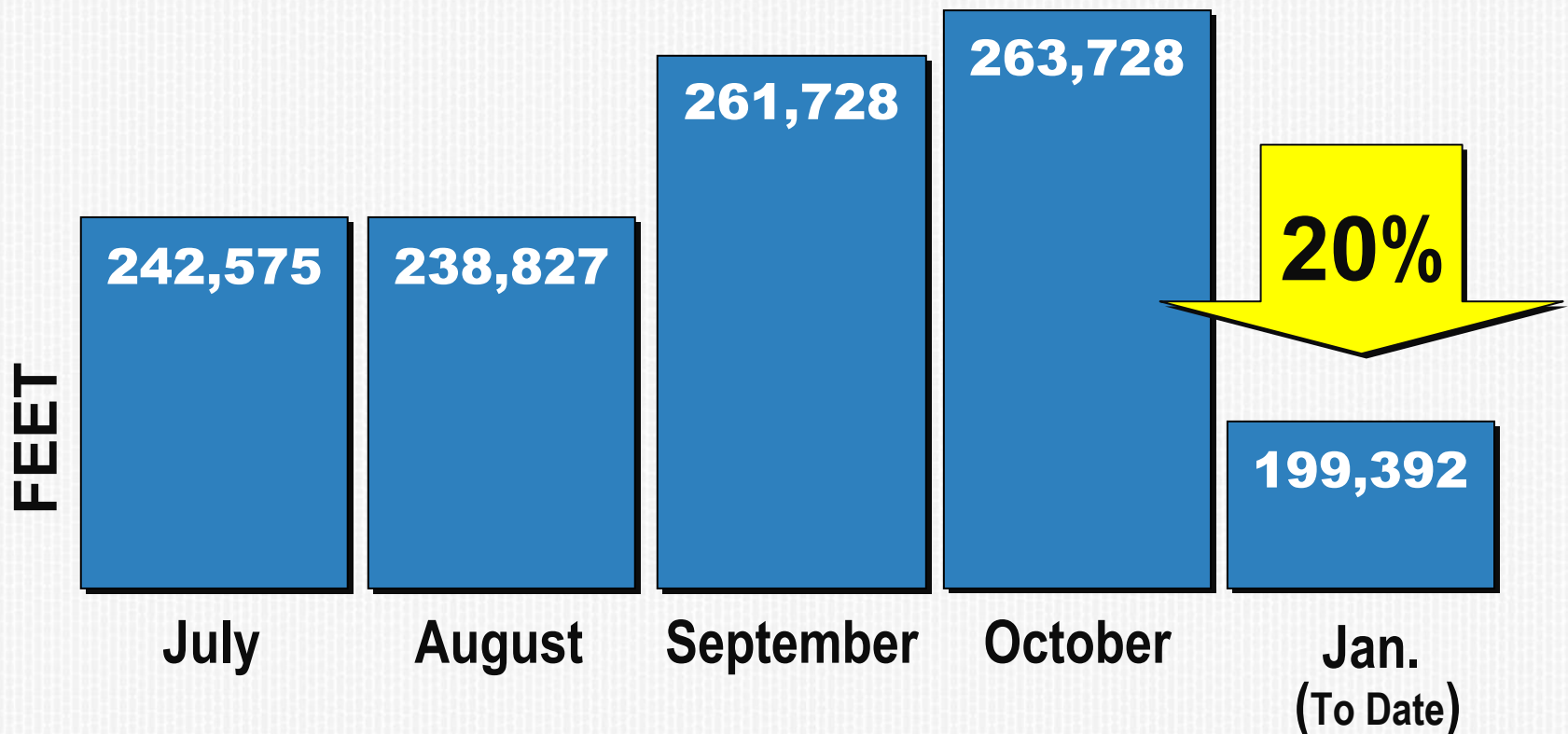
- Target: 9,900 ft.
- Timeline: Jan. – Dec. '08



New Trains

Next Steps: Modernizing the “L”

- New Trains (modern control systems)
- Modernizing track standards -- increasing speed to 70 MPH
 - Eliminating slow zones



Bombardier Contract Change

- Current contract for manufacture/purchase of 406 rail cars
- Incorporates technology enhancements
- Adds wireless connectivity to electronic systems
 - Train operators to view live video from any railcar when the passenger intercom unit is activated
 - Suitably equipped emergency vehicles could also access video
 - Diagnostic information available in real-time to shop personnel for quick assessment

Additional Rail Car Changes

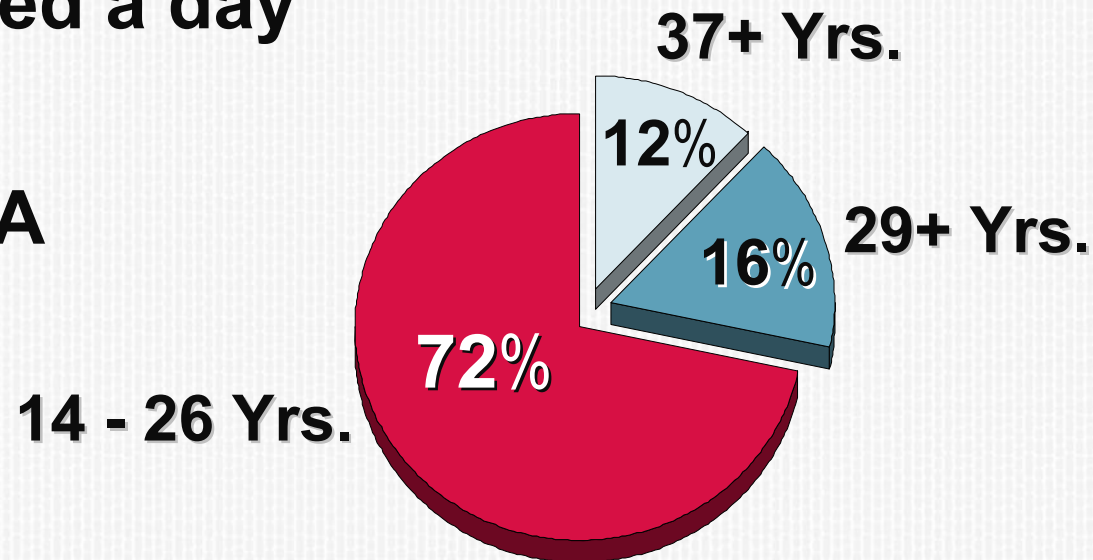
- Adds cellular modems so Control Center can communicate directly with customers in real-time
- Upgrades seat fabric to an anti-stain/anti-microbial fabric newly available in the industry
- Asks for industrial design assessment
 - Additional enhancements to improve functionality and appearance without affecting production and delivery
- Examples of features to be evaluated:
 - Seat design
 - Flat panel information screens
 - Windscreen and lighting design

Adjusted Contract Cost

Current Contract for 206 Cars + Option for Additional 200 Cars	\$577.0 Mil.
Proposed Changes	+ 26.6 Mil.
Revised Contract	\$603.6 Mil.

Rail Fleet

- **CTA has 1190 rail cars**
 - 12% of fleet purchased in 1969/70 (37 years)
 - 16% more purchased in 1976/77 (31 Years)
- **Federal standard for rail car useful life is 25 years**
 - 28% of fleet (336 cars) exceeds 25 years
 - Fleet average age is 24 years
- **225,419 miles traveled a day**
- **640,000 riders daily**
- **142 cars are not ADA accessible**



Option: Heavy Rail

- High capacity, high speed urban transit solution
- Requires exclusive right-of-way
- Can be elevated, at-grade, or subway
- Most durable and longest life expectancy

- Realistic, appropriate solution.
- Replacing existing system with other option could cost as much \$30 billion.
- Improving some core features can have a substantial impact on the quality of service.

Example Cities:

- Paris
- Hong Kong
- Madrid
- NYC
- London
- Vancouver



Rail Option: Light Rail

- Lower construction costs than heavy rail
- Mid-range capacity and durability
- Runs in shared right-of-way, incl. street level
- Often selected for city-friendly attributes, such as easy boarding from street level

- Ideal technology for downtown circulator – Lake shore corridor
- Use of low-floor cars & overhead power lines would require new elevated stations and extension construction on every line.
- Running at street level would require extensive acquisition of property and traffic disruption.

Example Cities:

- Portland
- Denver
- Los Angeles



Option: Monorail

- Comparable capacity to light rail
- System components may be more costly
- Track/platform costs are reduced due to smaller beam profile
- All systems have Automatic Train Operation (ATO) capability

- To handle the number of riders CTA has on a daily basis, we'd need to implement twice as many lines.
- Cost estimates to implement a city-wide monorail could be as much as \$30 billion.

Example Cities:

- Las Vegas
- Tama, Japan
- Osaka, Japan
- Newark AirTrain



Option: “Urban Maglev”

- Runs at 100 m.p.h.
- Designed for shorter station spacing
- Still experimental and relatively untested
- Costs are very difficult to estimate

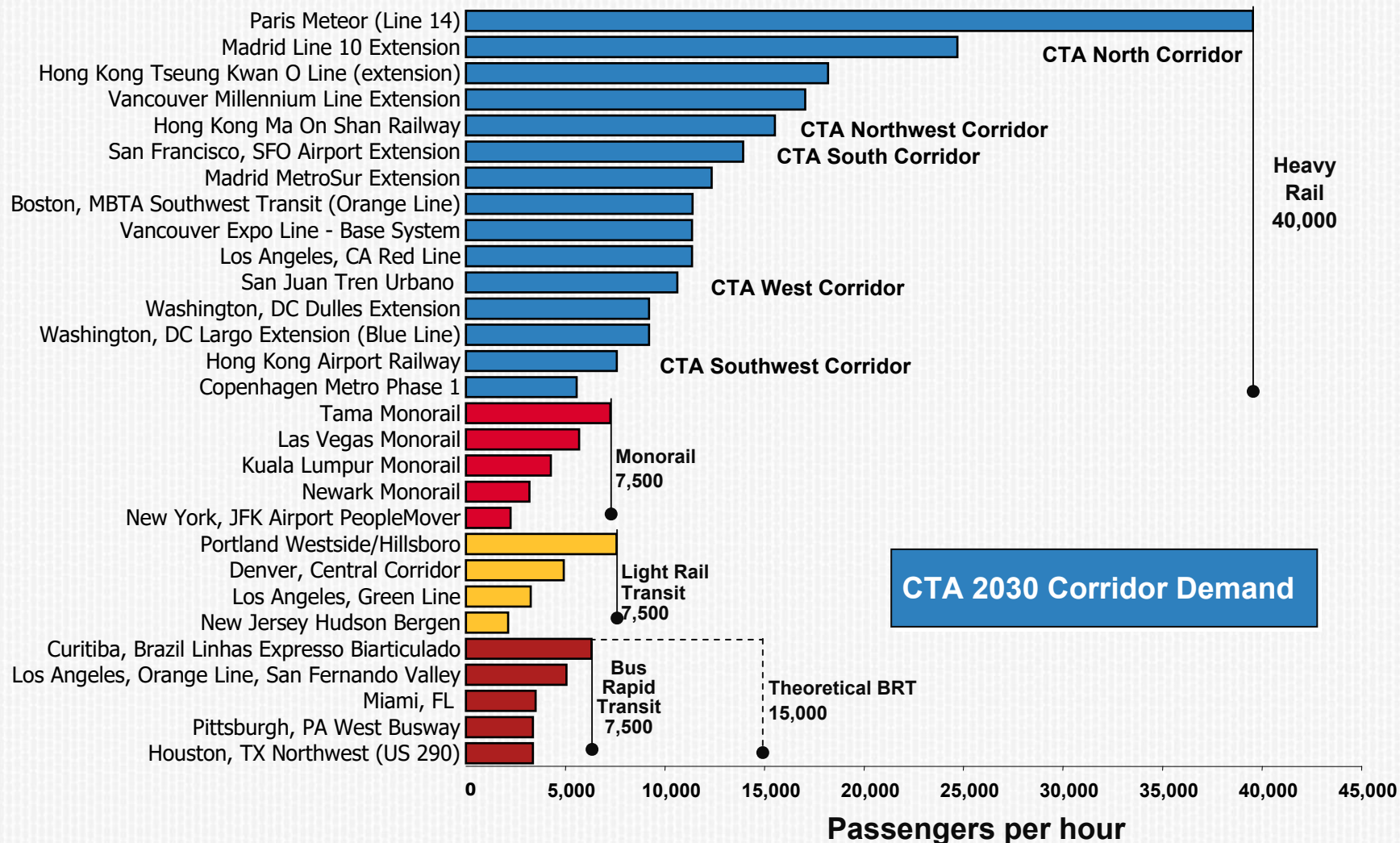
- MagLev, averages 150+ MPH. Typically stations must be more than 10 miles apart due to acceleration/ deceleration needs.

Example Cities:

- Nagoya Japan
- Shanghai, China
- Berlin, Germany



Heavy rail would meet future demands



New train Features

- 406 Rail Cars at \$1.4 Million per car
- Total = \$577 Million
- Test car delivery – Beginning of 2009
- Features of new car
 - Smoother, quieter ride
 - Fully computerized internet-based controls
 - Reduced Maintenance costs
 - Additional Safety Features

Door design: Scenario 1



Door design: Scenario 2



New interior design: Scheme 1



New interior design: Scheme 1a



New interior design: Scheme 2



Front End Design – Current design



Headlights and colors change



Headlights and colors change



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